



TARANGUS

TA7204

SAAB SF37 Viggen

The Saab 37 Viggen took to the skies for the first time on February 8th, 1967, in the hands of test pilot Erik Dahlström. However, the first studies that lead to the Viggen were conducted as early as 1952.

The Swedish Air Force (Flygvapnet) needed a replacement for its Lansens and Drakens, which at the time yet had to enter service. The aim was to produce a multirole fighter able to replace all different aircraft types in the inventory.

The Swedish strategy was at the time based on dispersion of the aircraft and this meant that the new fighter had to be able to take off and land on 800m long strips of roads. Combined with requirements for high speed and good performance at all altitudes meant that Saab had to choose an unconventional design. A large delta wing provided good performance at high speeds and a canard wing provided positive lift which ensured good low speed handling.

The Viggen was powered by a single Volvo Flygmotor PM8, an engine developed from the civilian Pratt & Whitney JT8D. In order to ensure short landing distances, the aircraft was also equipped with a thrust reverser, enabling the Viggen to reverse on the ground.

Even though the Viggen was heavily promoted to other countries during the 1970s, including a version called the Saab 37 Viggen "Eurofighter" for the joint purchase of fighters for Norway, Denmark, Belgium and the Netherlands, it failed to have any export success. The Flygvapnet remained the only operator of the Viggen until the types retirement in 2007.

The Viggen was also developed in two reconnaissance versions, the SH 37 and the SF 37. Although externally similar to the AJ 37, the SH 37 had a more powerful radar for sea surveillance. It first flew in 1973 and deliveries of the 27 aircraft on order started two years later, when the SH 37 started replacing the S 32C Lansens.

The SF 37 was a photo reconnaissance platform, with seven different cameras able to take pictures in both daylight and at night. In order to accommodate the camera suite, the radar was deleted and instead it received a different nose to house the cameras. 28 aircraft were delivered between 1977 and 1980.

The recce Viggens were modified during the 1990s to the AJS standard, which gave the aircraft the possibility to perform some attack and fighter missions. In this guise, the AJSF 37 was selected for the Swedish Rapid Reaction Force (SWAFRAP) and received a new paint scheme (similar to the JA 37 Viggen fighter) and all titles in English.

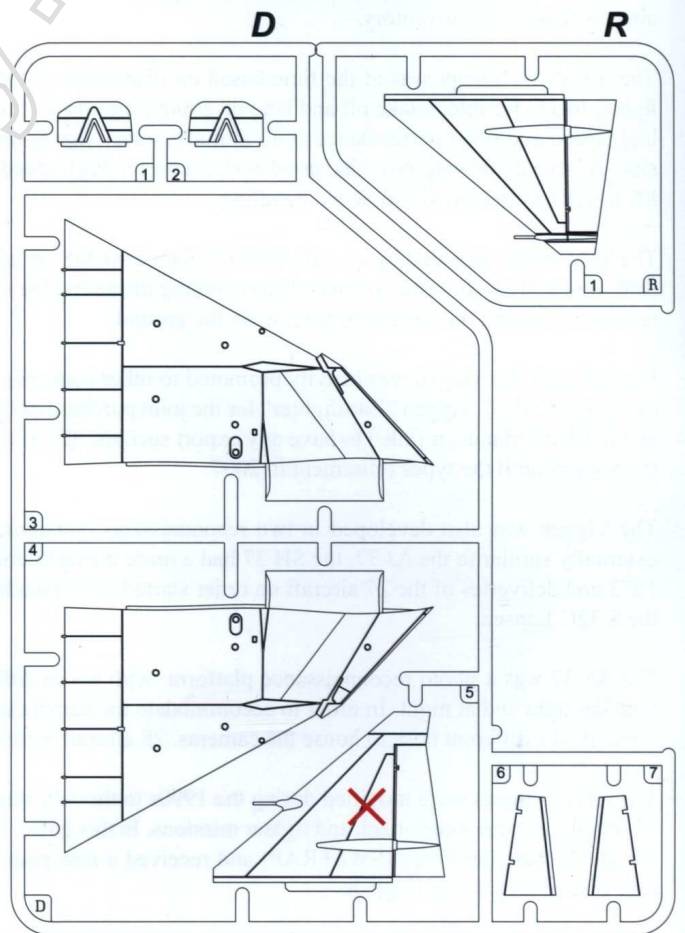
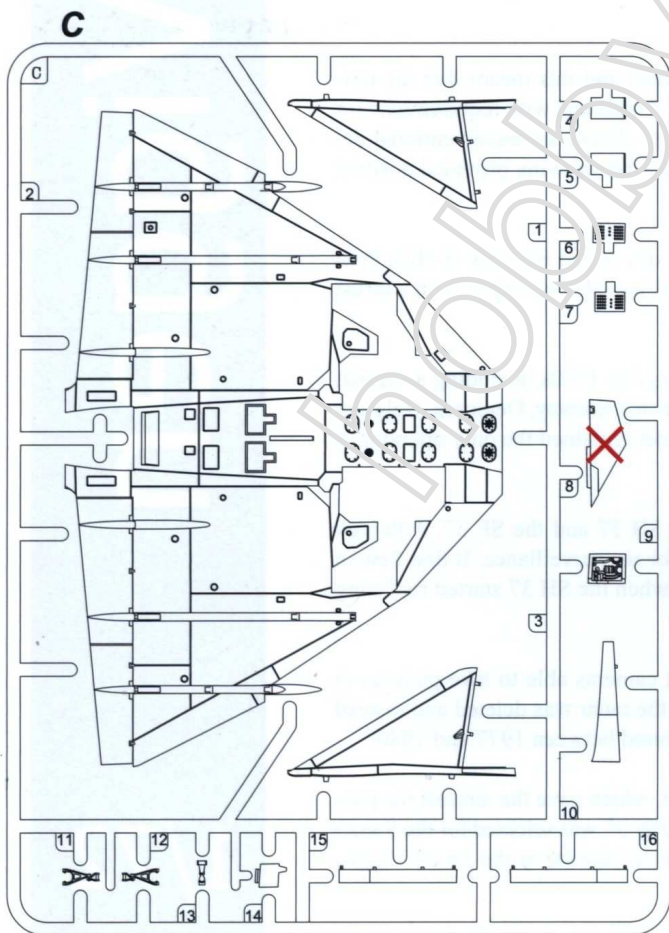
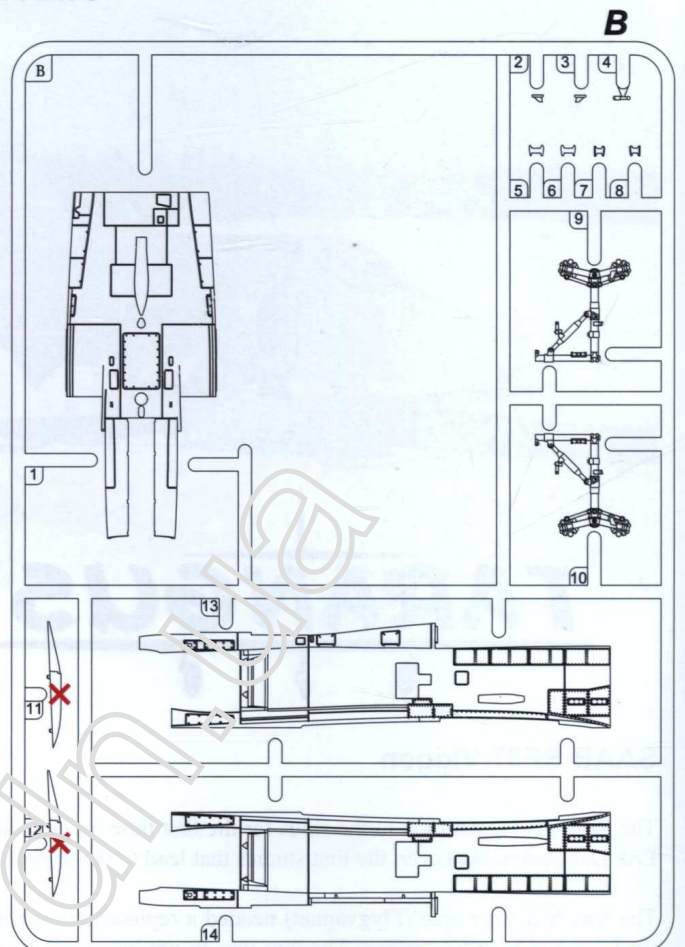
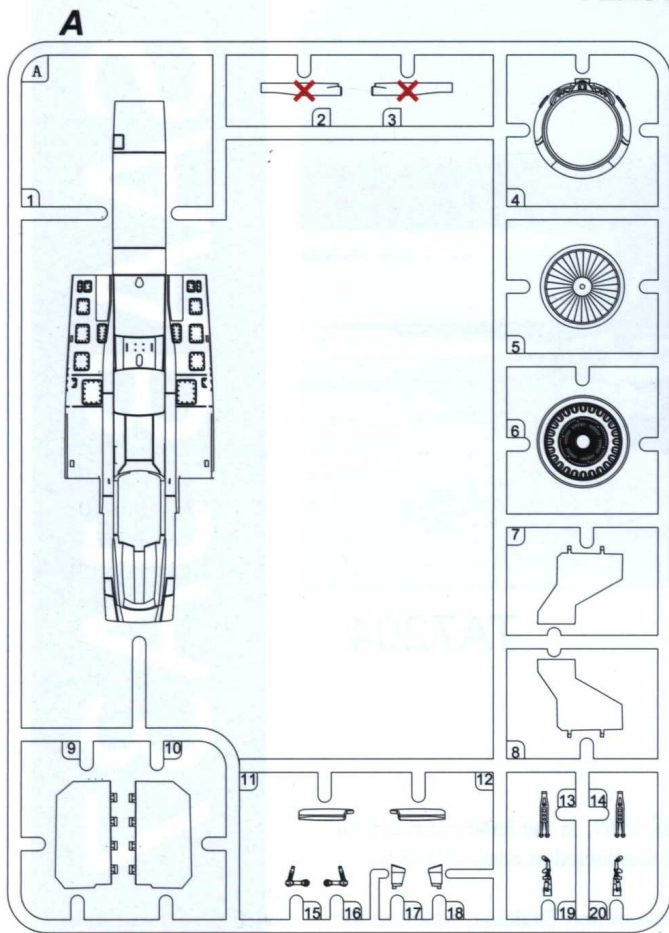
The aircraft served with the wings F10 in Ängelholm, F13 Norrköping, F17 Ronneby and F21 in Luleå.

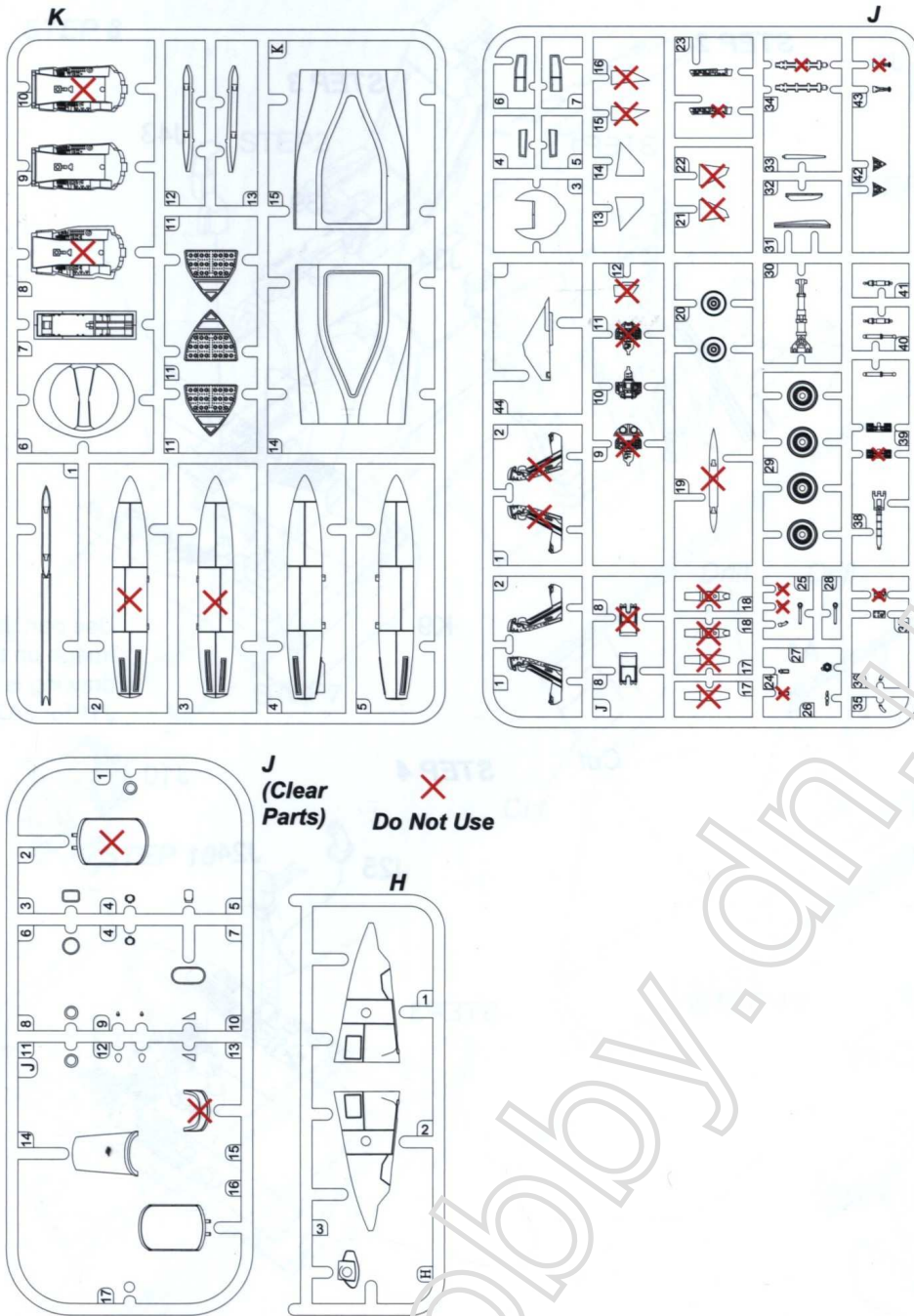
For more references, visit www.tarangus.se.

SAAB JA37 Viggen

1/72
scale

PLASTIC PARTS





PAINTING

A separate colour print with camo patterns and stencilling instructions is enclosed with this kit. The splinter camo was applied in a specified pattern so all Viggen were almost identical in appearance - at least when new! Some differences have been documented so check your references when building other decal versions than in the model kit. Aircraft colours faded and got weathered over the years. A way to save some work when doing the splinter camo is using the camo paint mask set MMK7271 from www.maestromodels.com. They also have a lot of extra equipment on and around the Viggen aircraft and other Swedish subjects.

Interior colours (Gunze Sangyo)

Cockpit interior grey **H-308**
 Seat cushions green **H-319**
 Pedals aluminum with black rubber details
 Rudder stick handle black.

Wheel wells are different tones of natural metal.
SEE OUR WEB SITE FOR DETAIL PHOTOS!

www.tarangus.com

GENERAL INFORMATION

We suggest that you rinse the plastic parts with soap and water, to remove possible remains of release agents.

Plastic model glue and some model paints can be unhealthy to inhale. Make sure you have good ventilation in the building area.

This kit is not recommended for children under the age of 14 - if not accompanied by an assisting adult.

HINTS AND TIPS

An extremely useful book about Viggen is available:

Nordic Airpower #5 SAAB 37 Viggen, The ultimate portfolio.

It is probably the best Viggen book ever released.

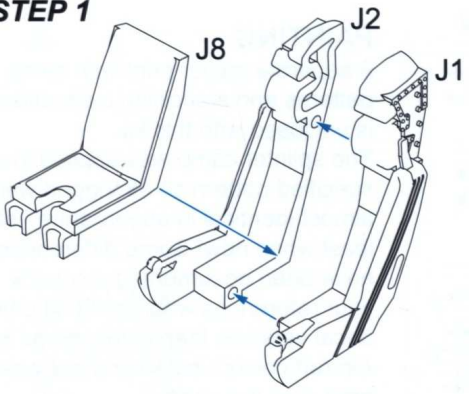
The book lacks only one ingredient that the modeller looks for, namely close-up detail photos. You find more of that in:

Squadron Signal: Viggen Walk Around.

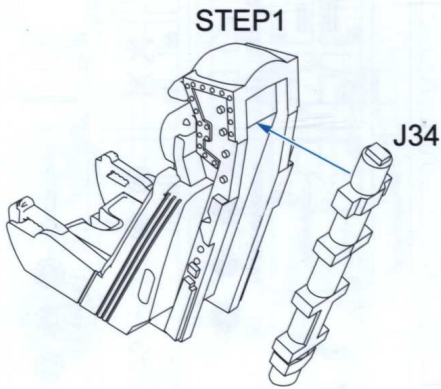
On Facebook, you can find a group all devoted to Viggen. The name is Saab 37 Viggen and had over 10.000 members in October 2018.

PLASTIC PARTS

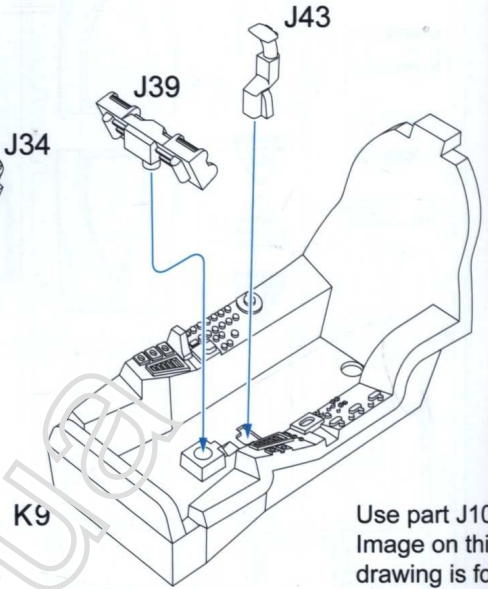
STEP 1



STEP 2

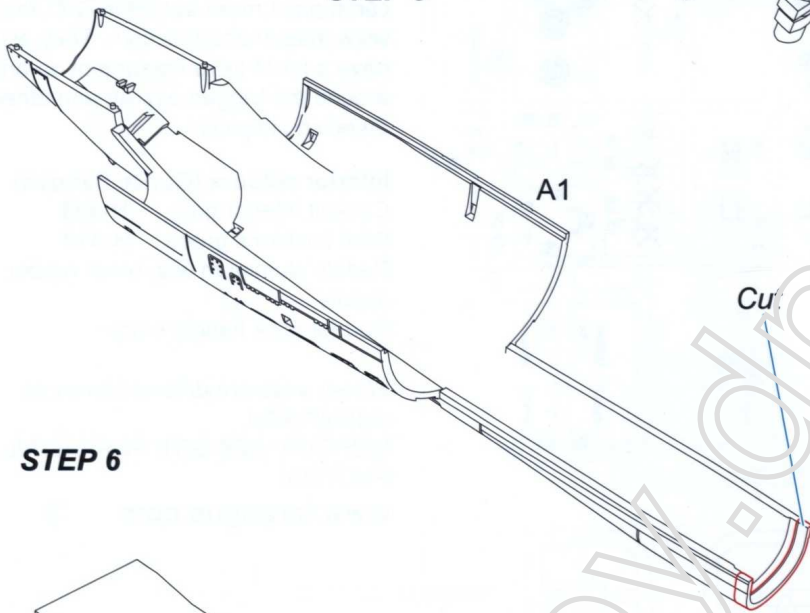


STEP 3

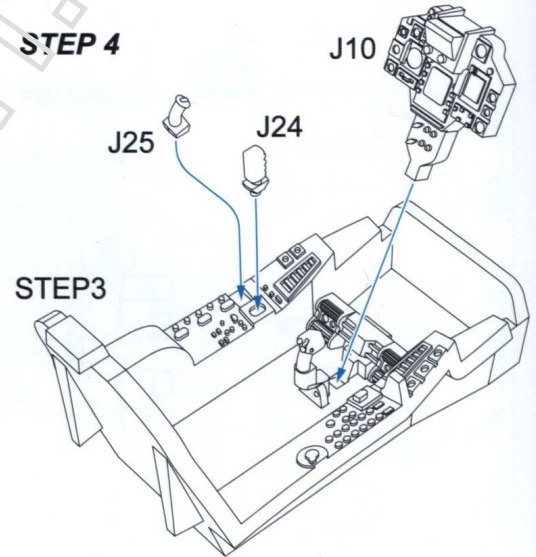


Use part J10.
Image on this
drawing is for
J11 for JA37.

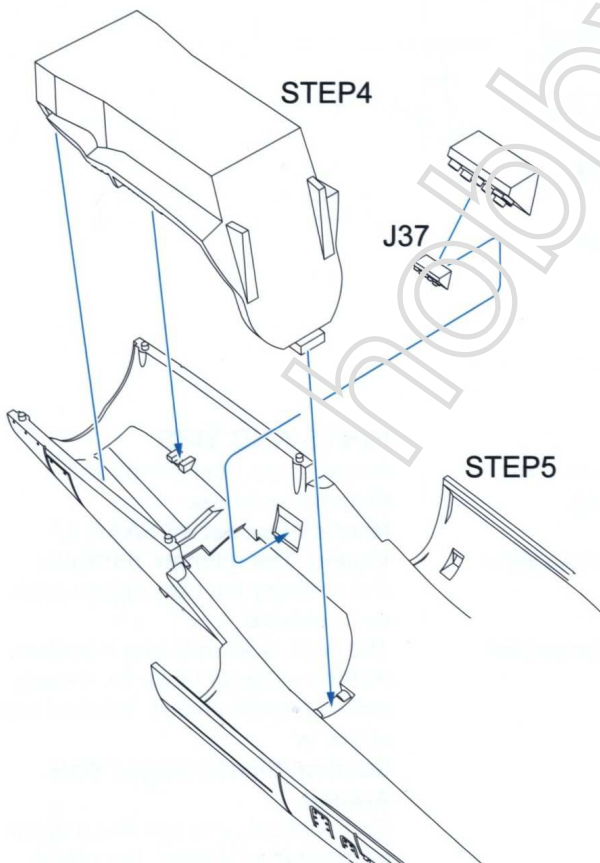
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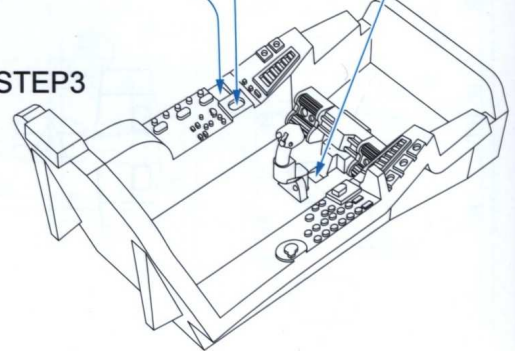
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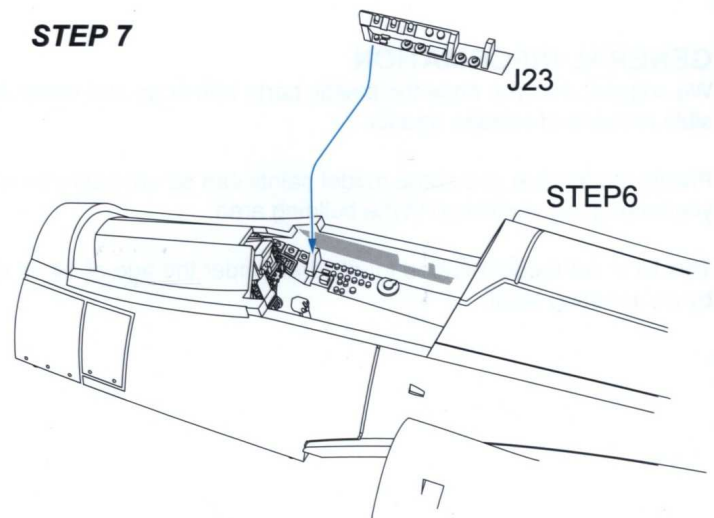
STEP 6



STEP 3

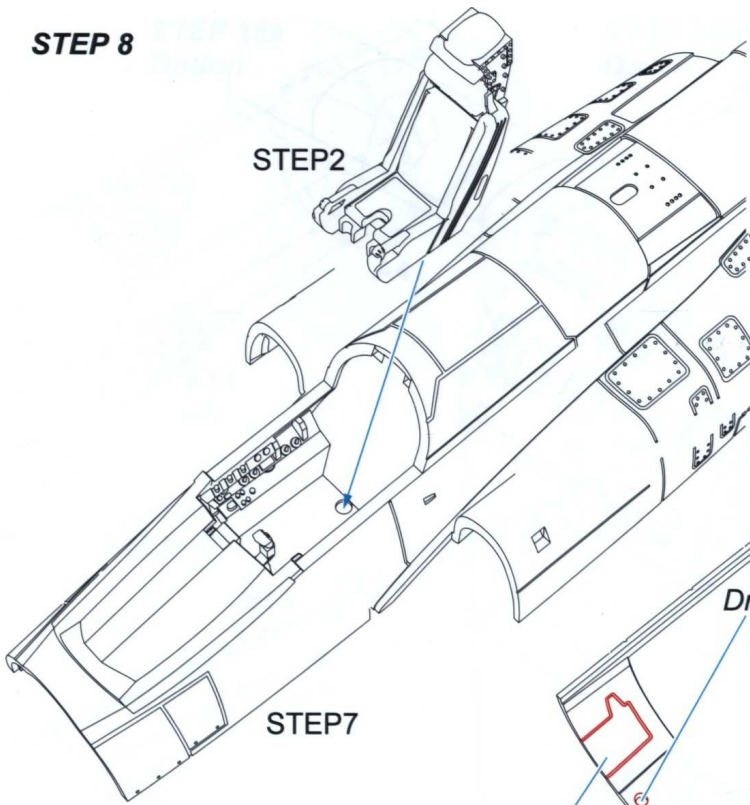


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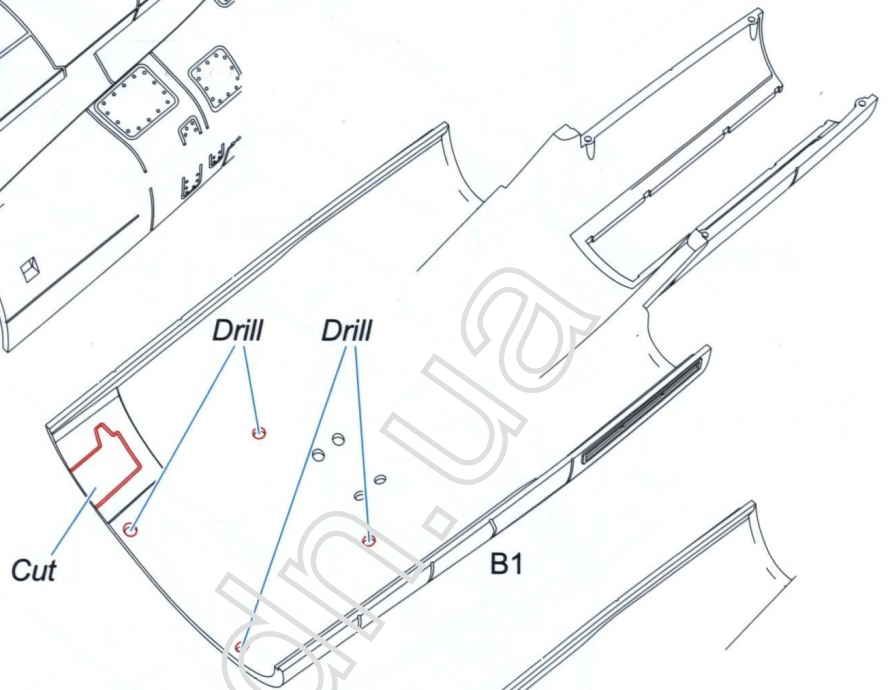


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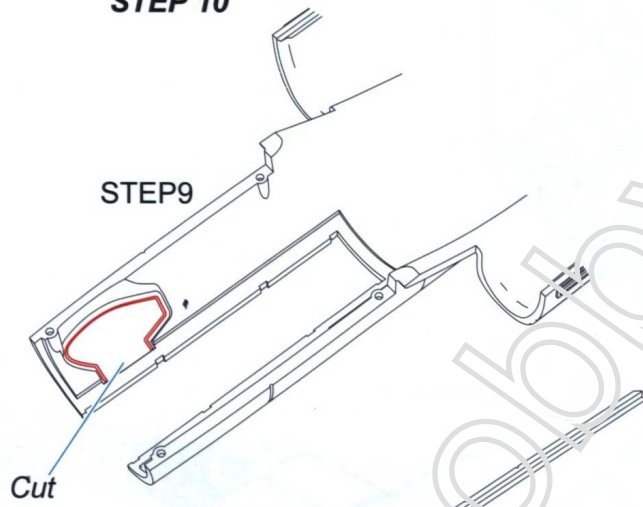
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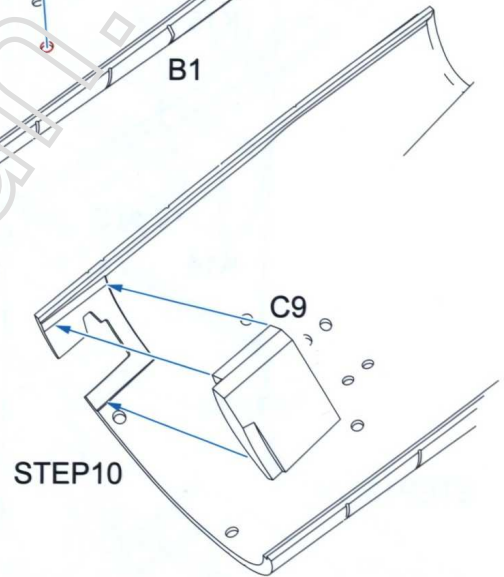
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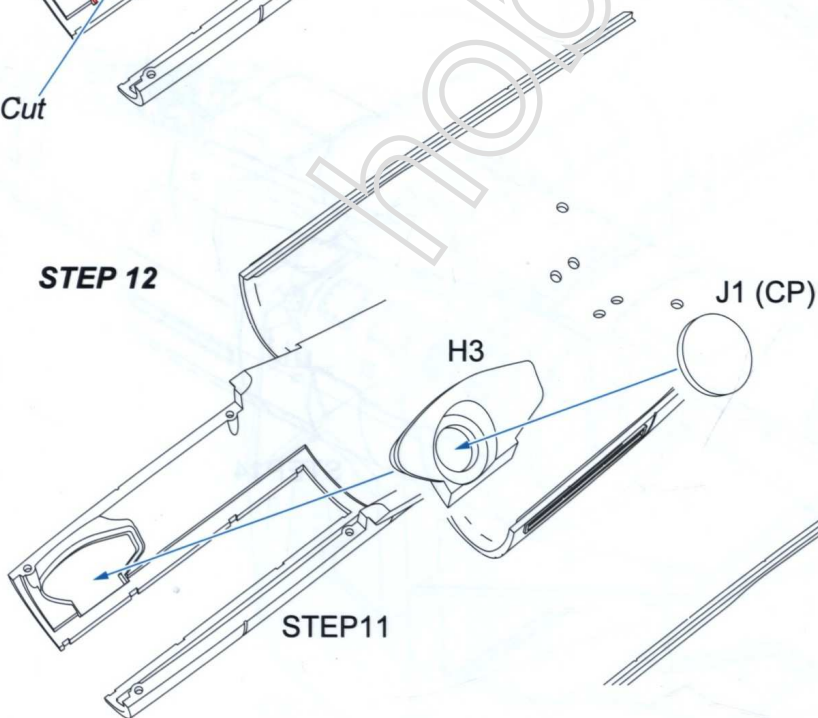
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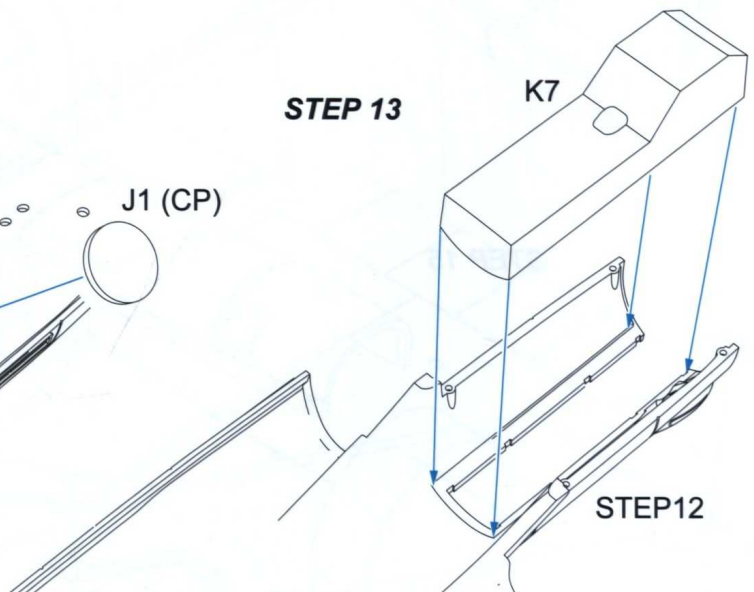
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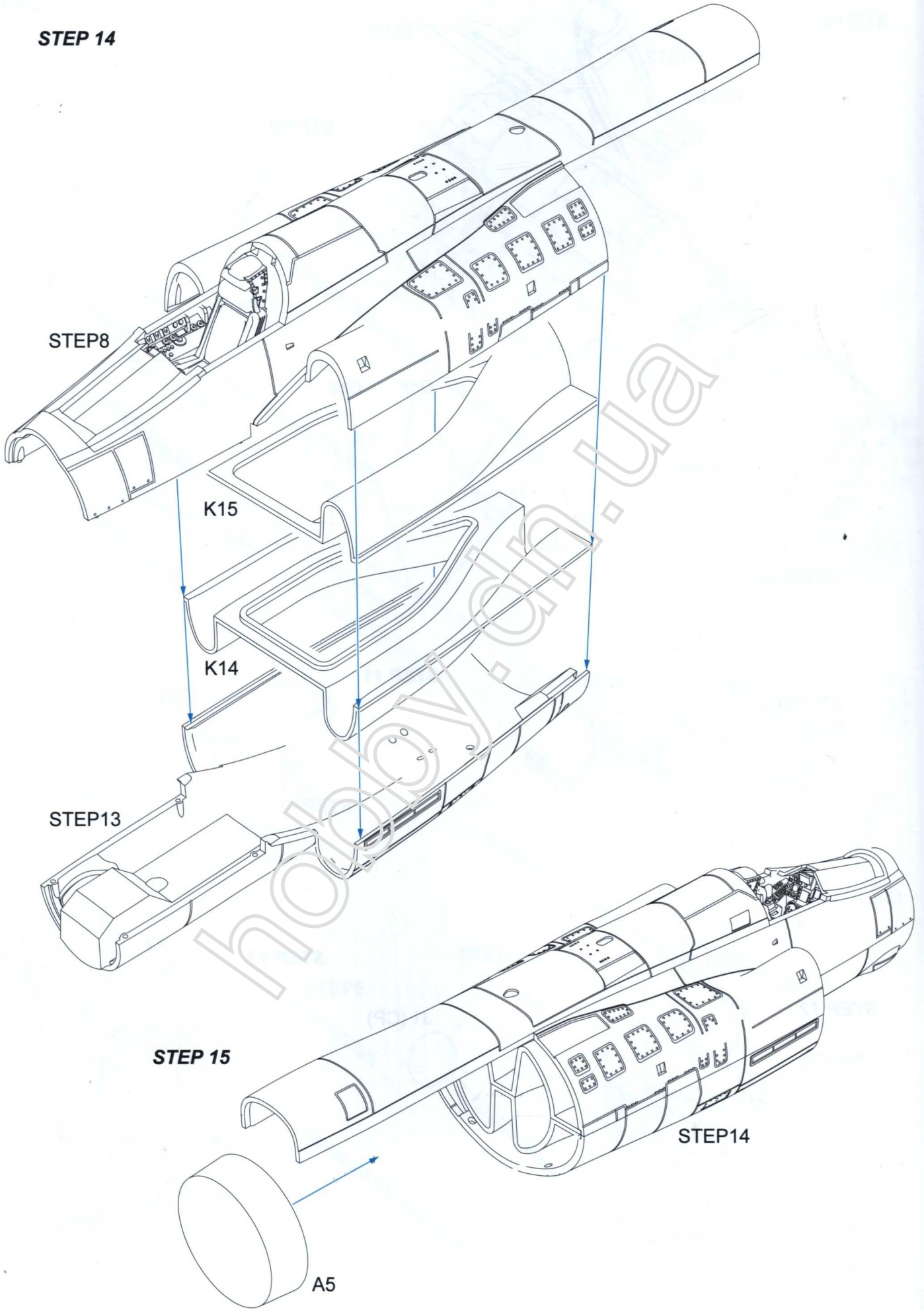
STEP 12



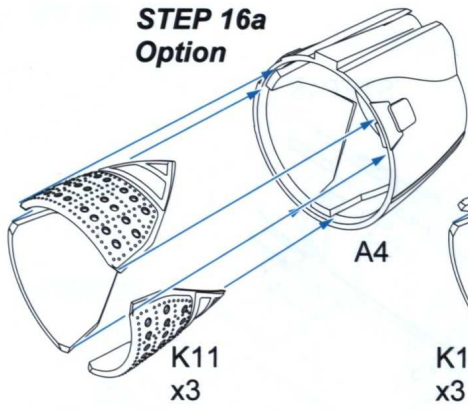
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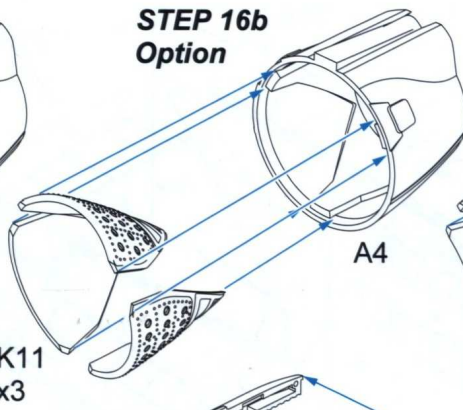
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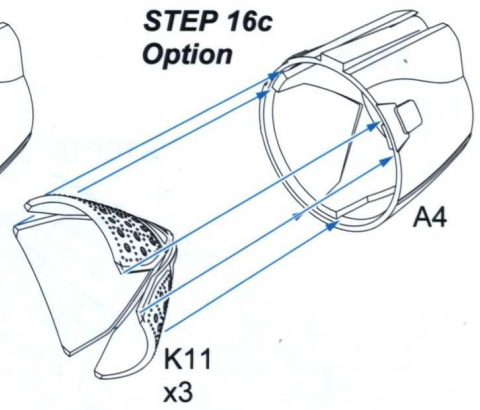
STEP 16a
Option



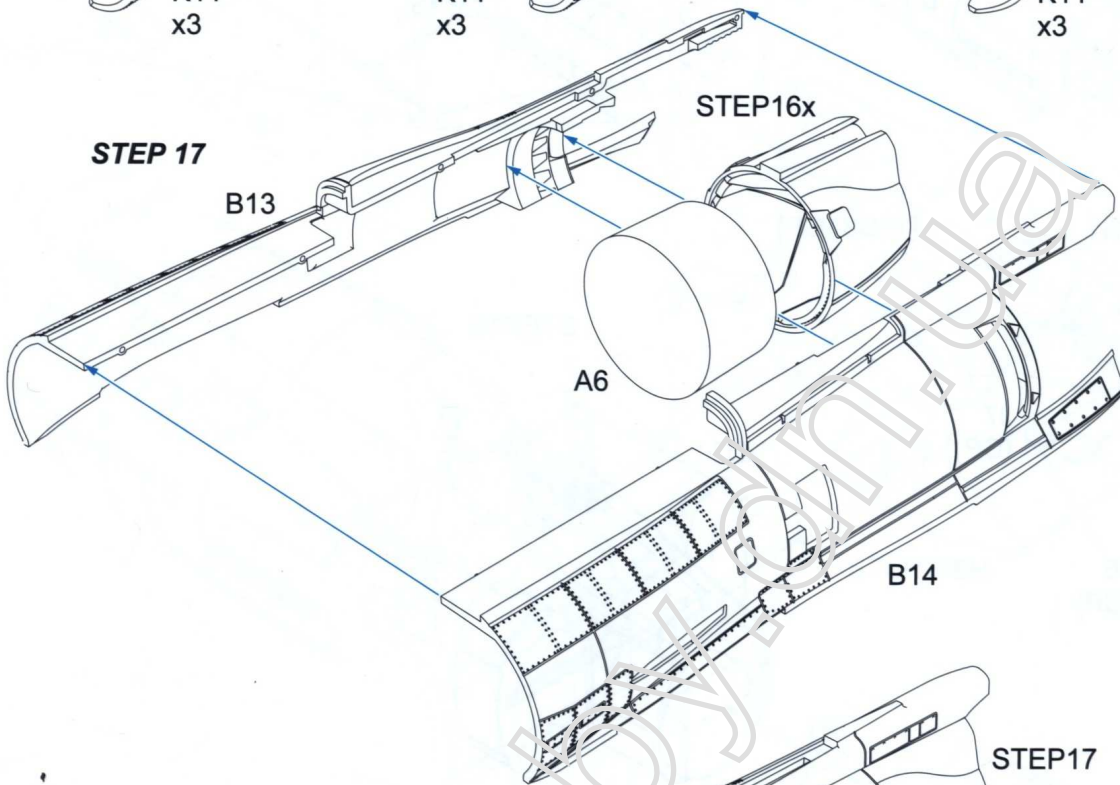
STEP 16b
Option



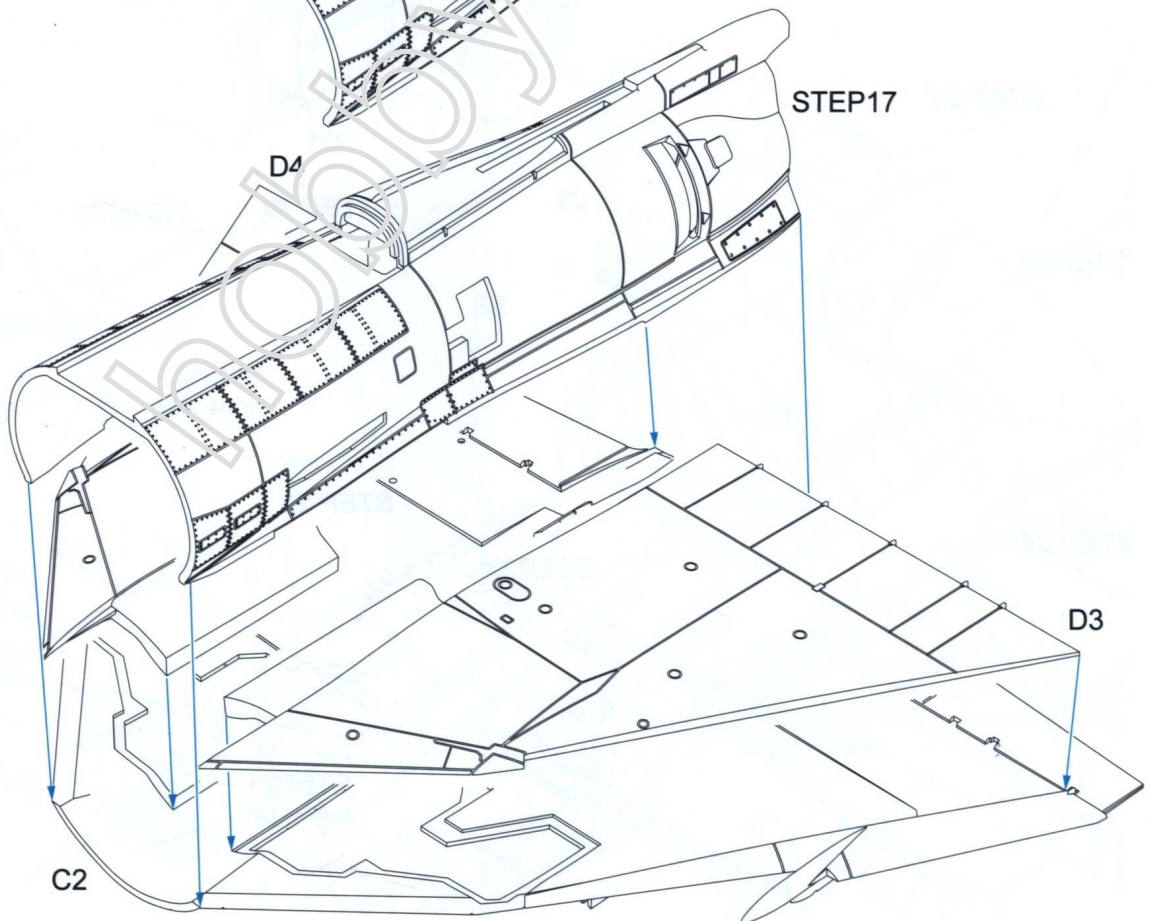
STEP 16c
Option



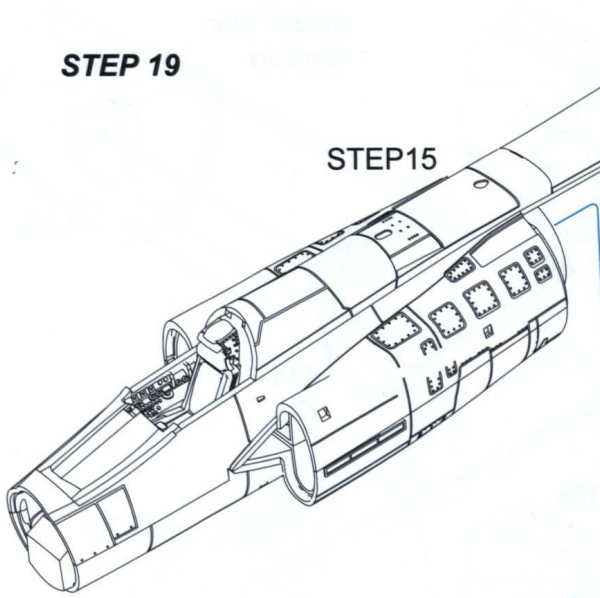
STEP 17



STEP 18

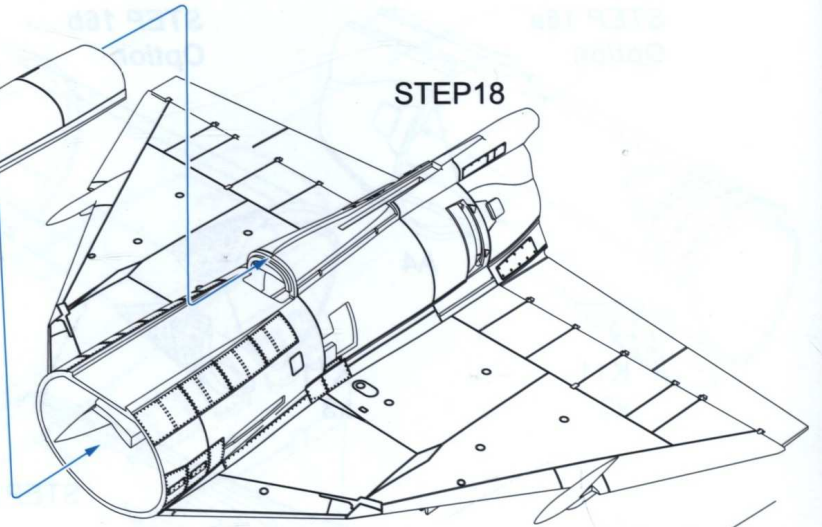


STEP 19

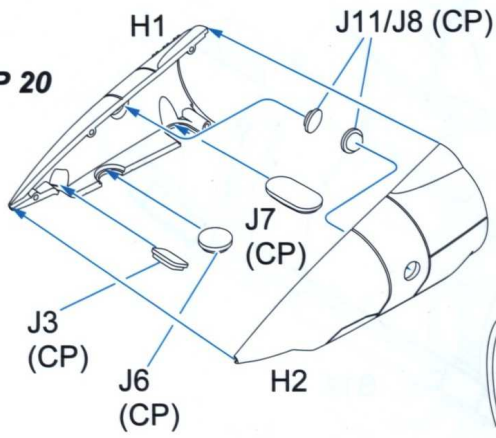


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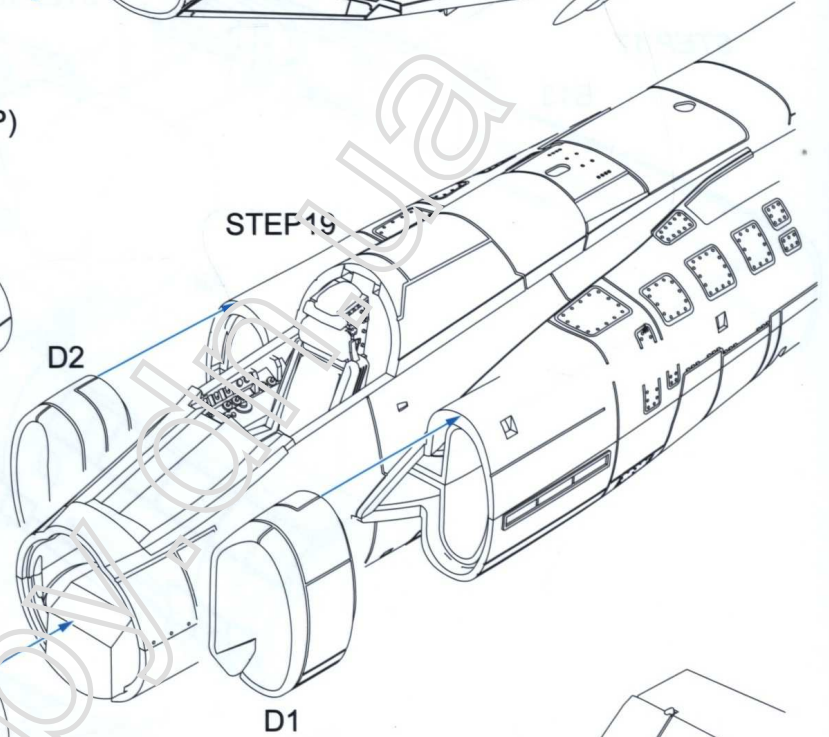
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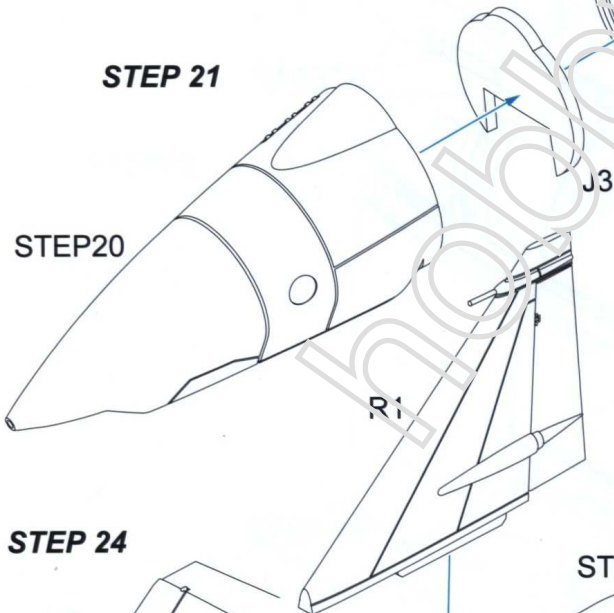
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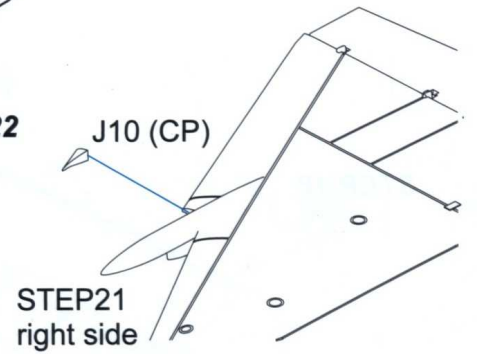
STEP 19



STEP 21

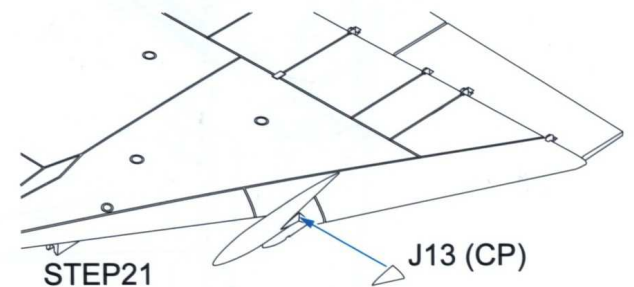


STEP 22



STEP 21 right side

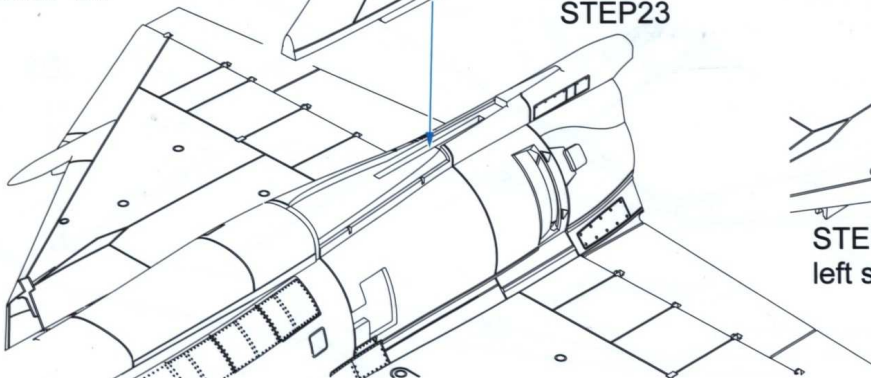
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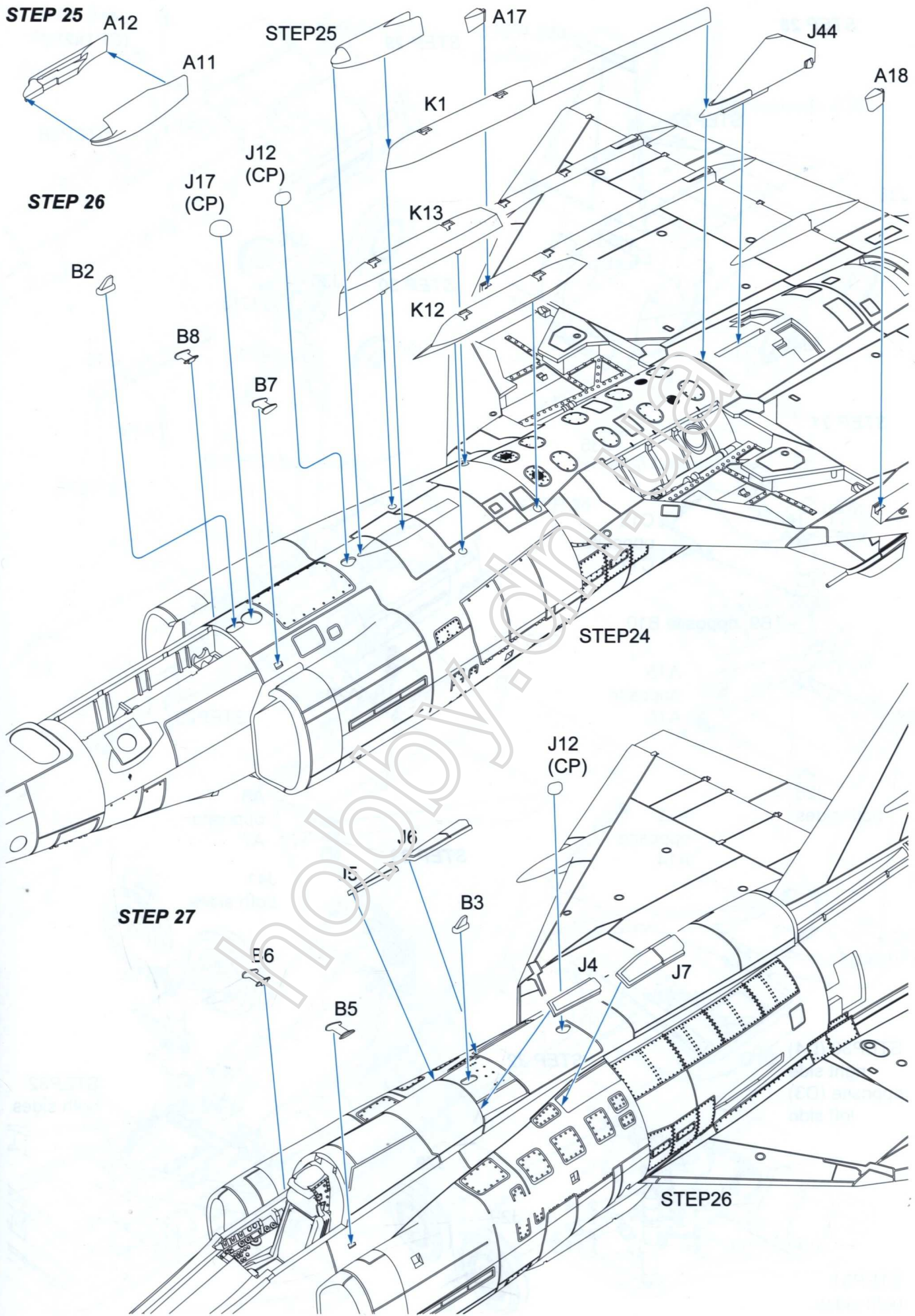


STEP 21 left side

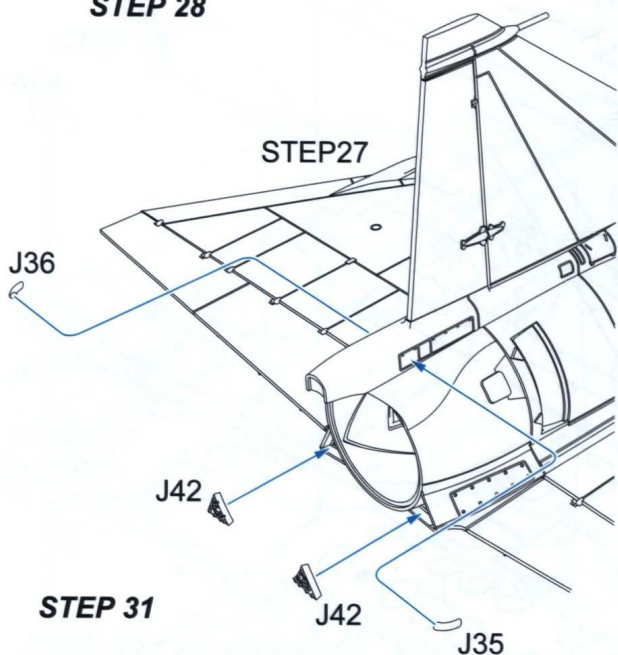
STEP 24

STEP 23

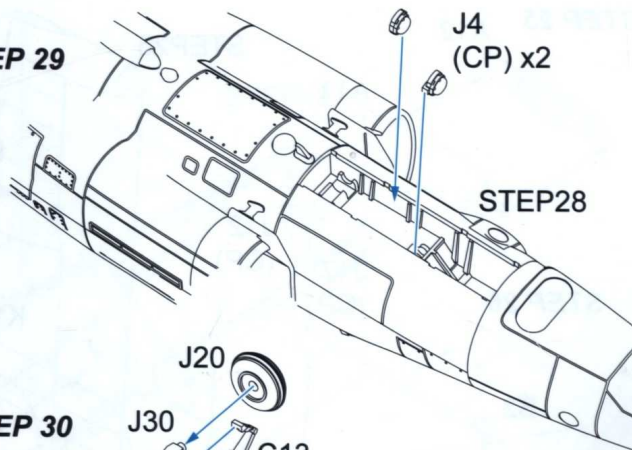




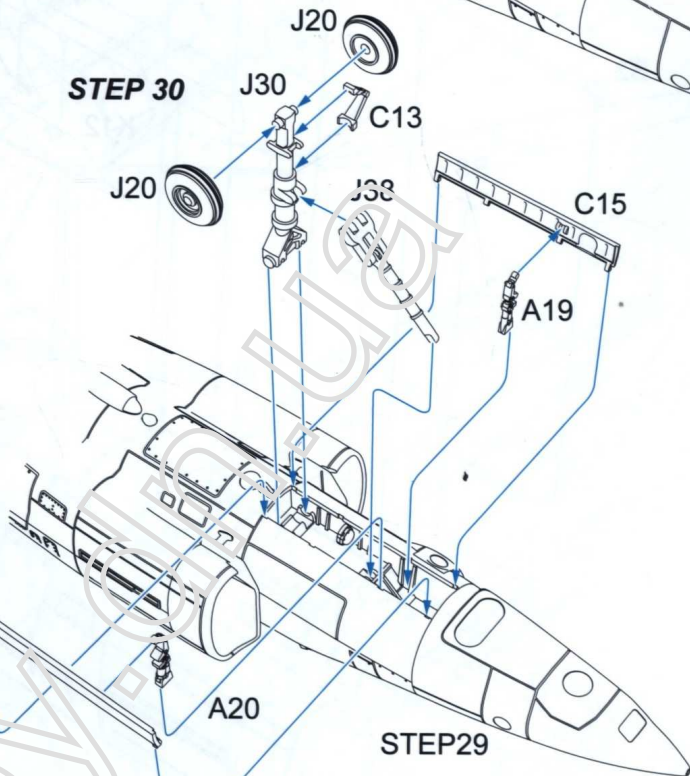
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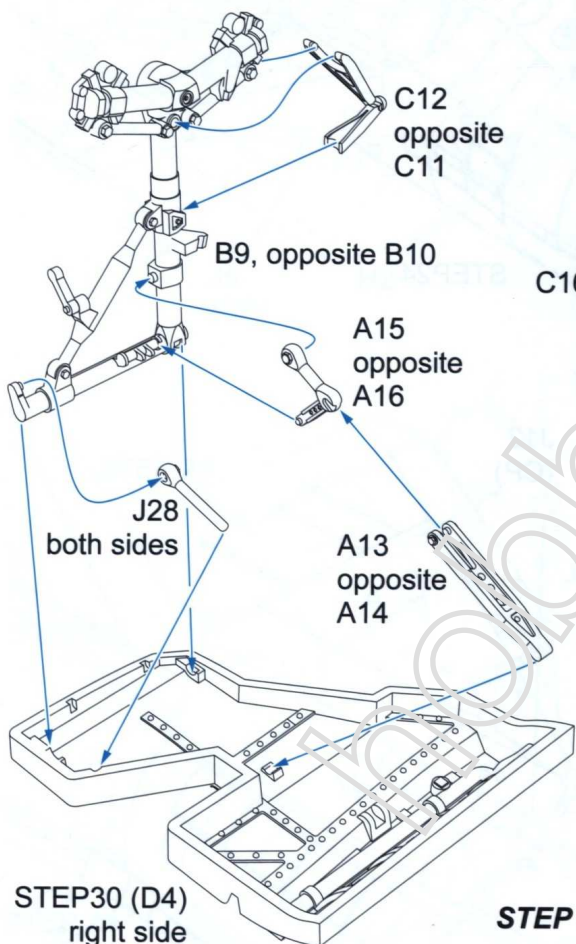
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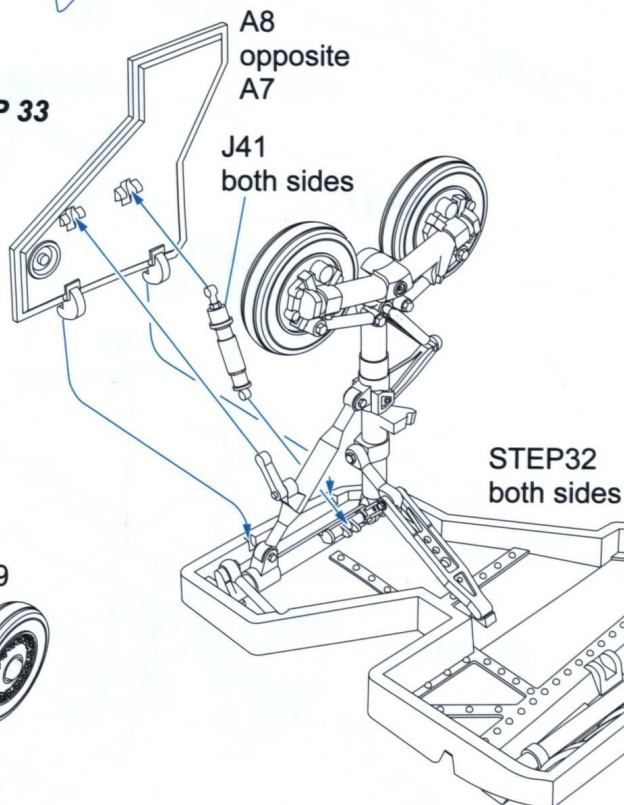
STEP 30



STEP 31

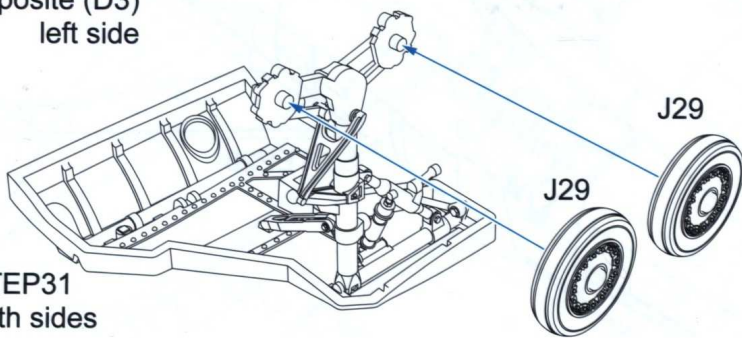


STEP 33



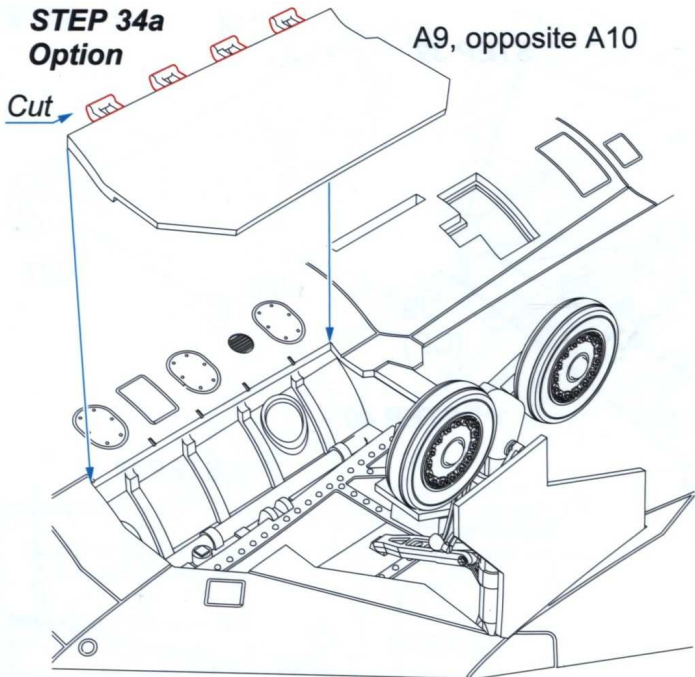
STEP30 (D4)
right side
opposite (D3)
left side

STEP 32

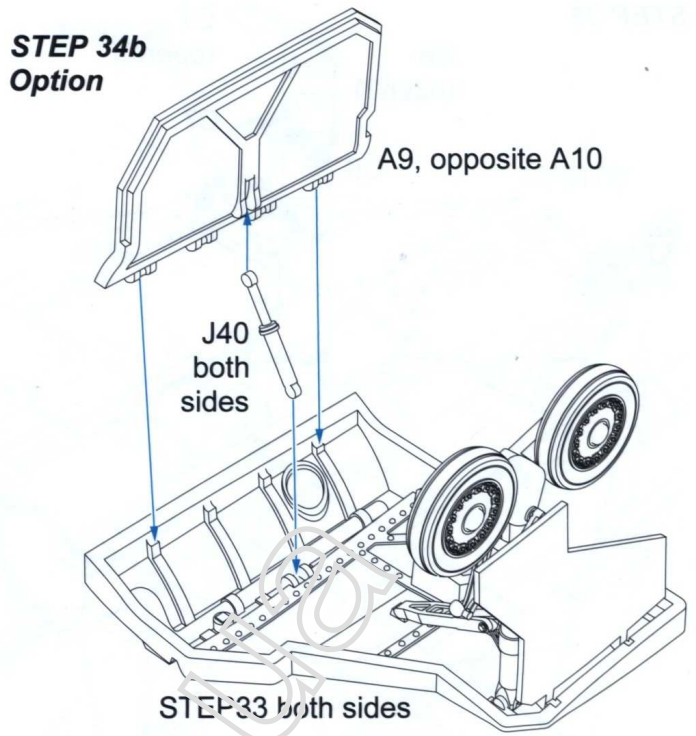


STEP31
both sides

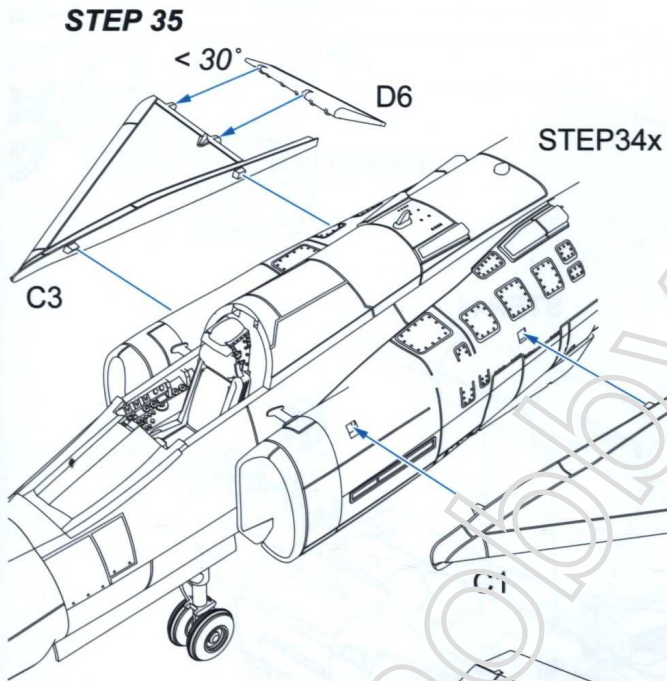
STEP32
both sides



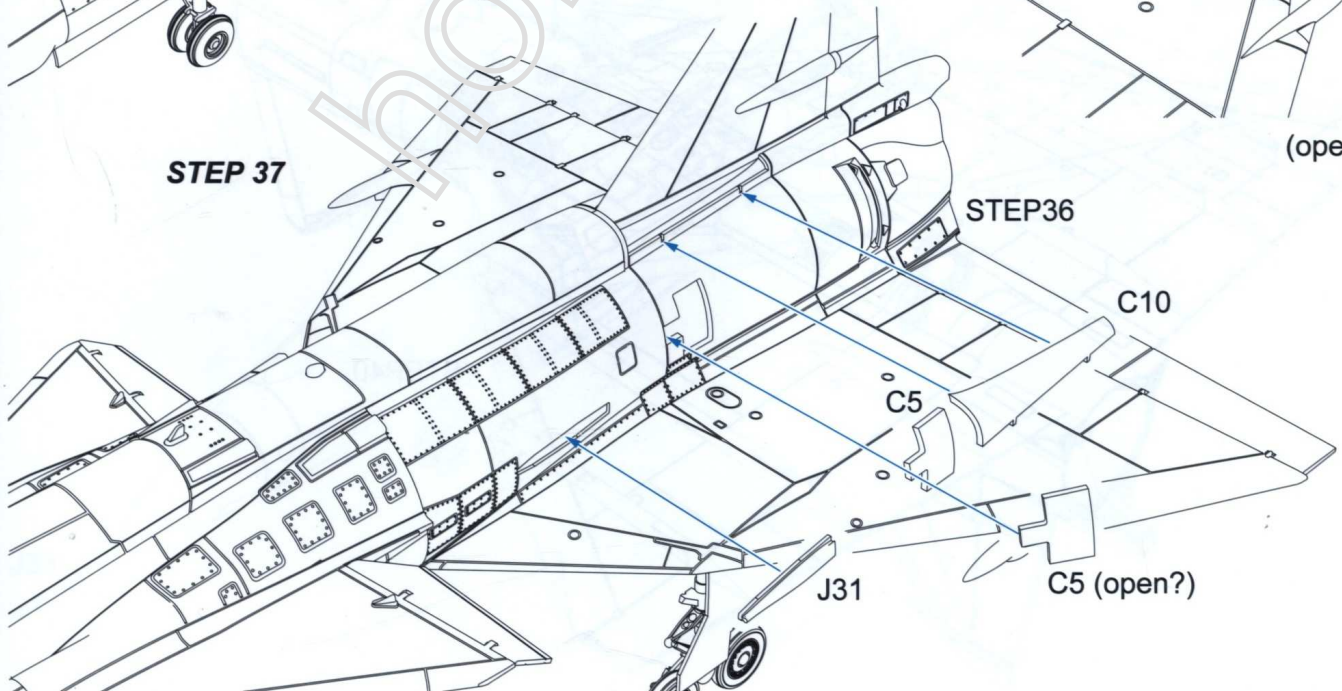
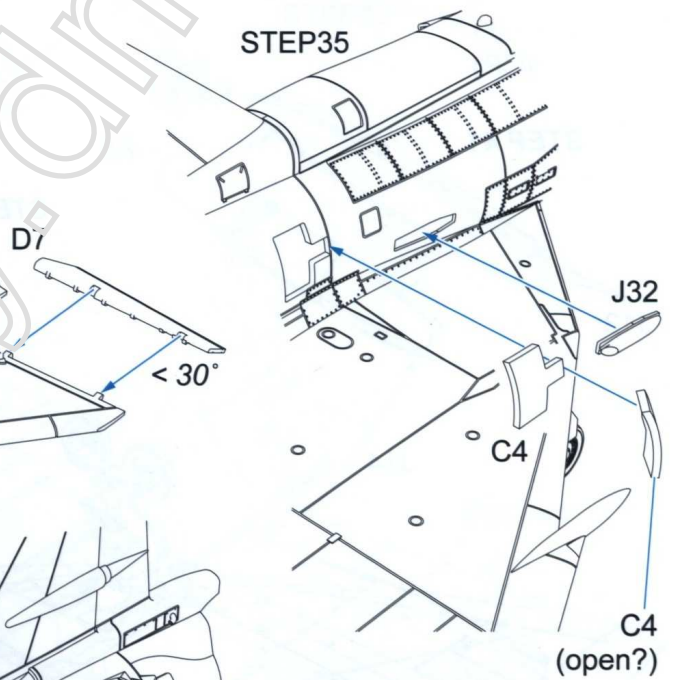
STEP33 both sides



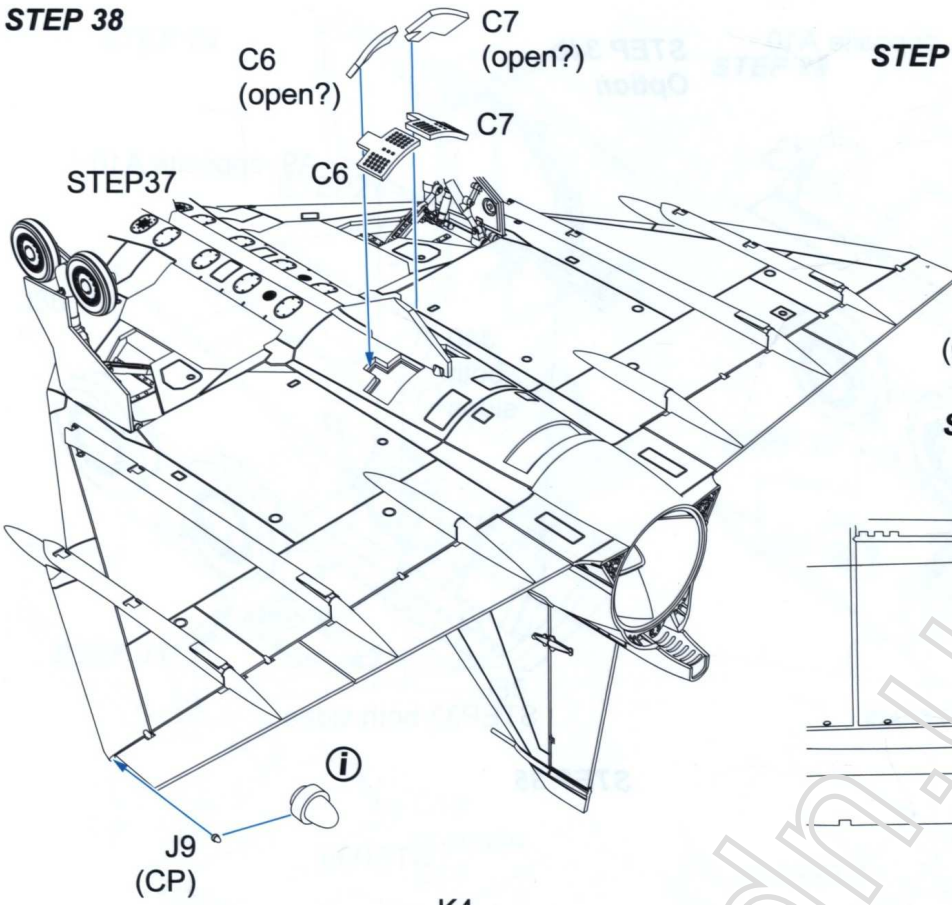
STEP33 both sides



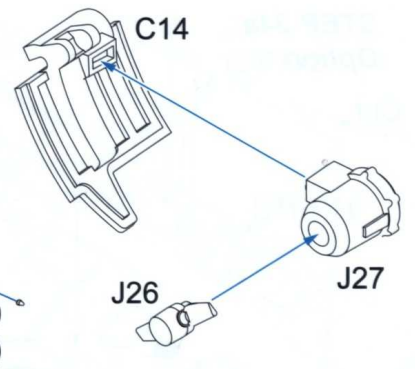
STEP 36



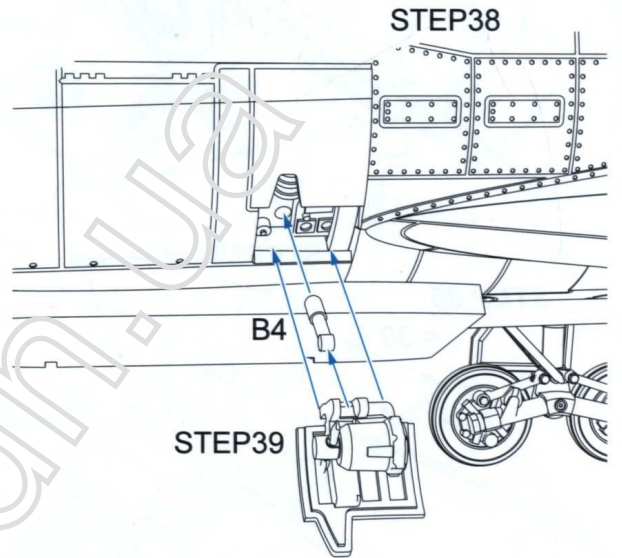
STEP 38



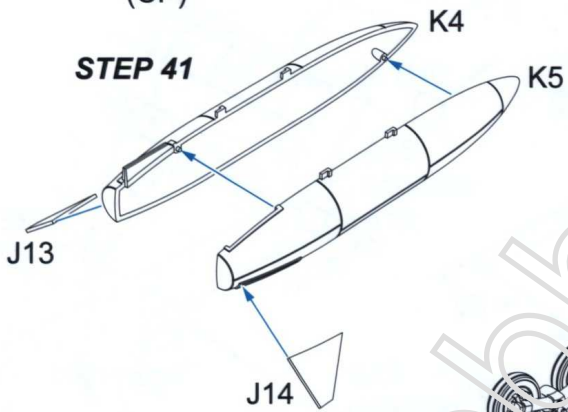
STEP 39



STEP 40

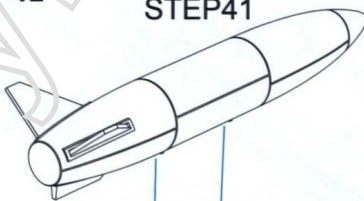


STEP 41

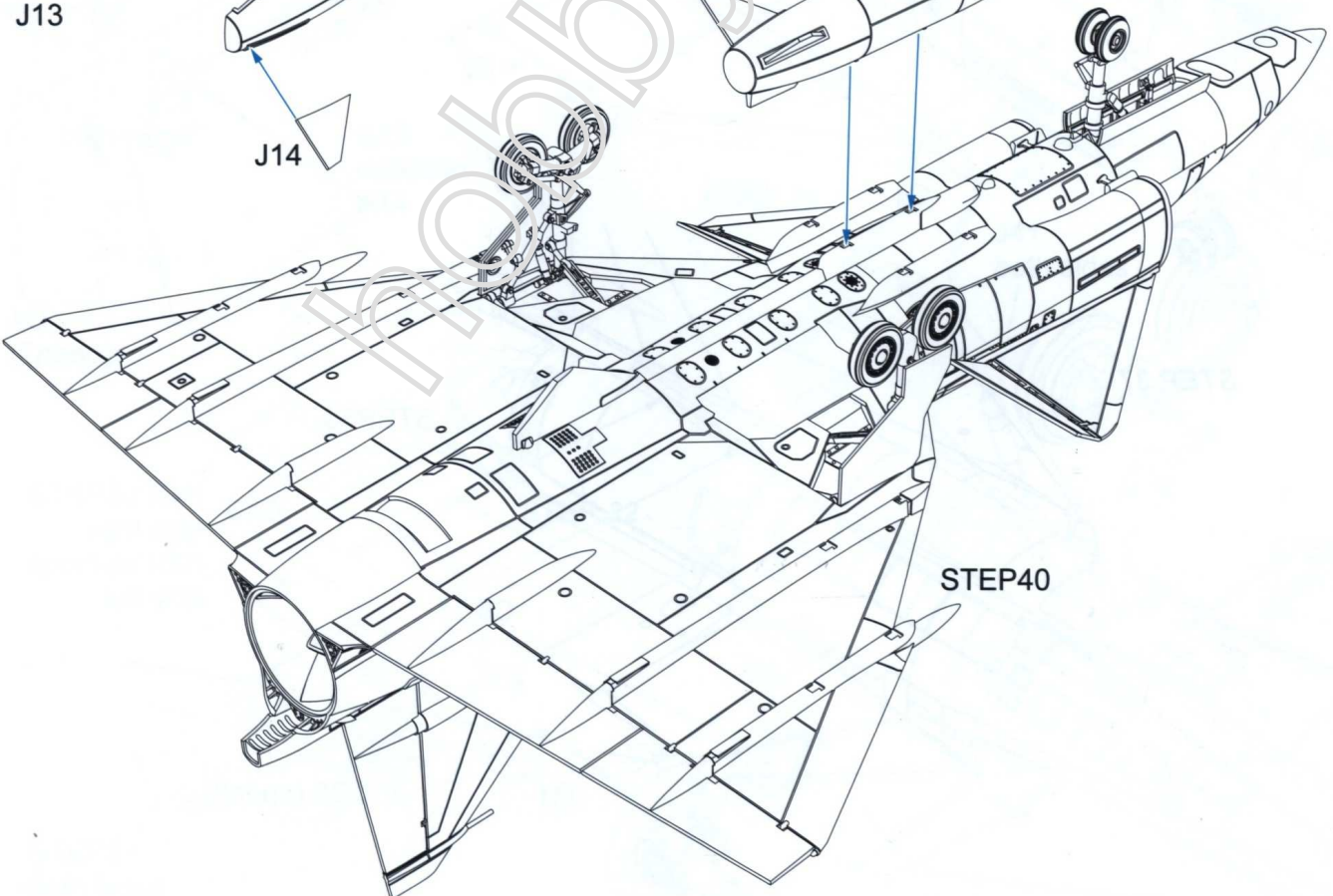


STEP 42

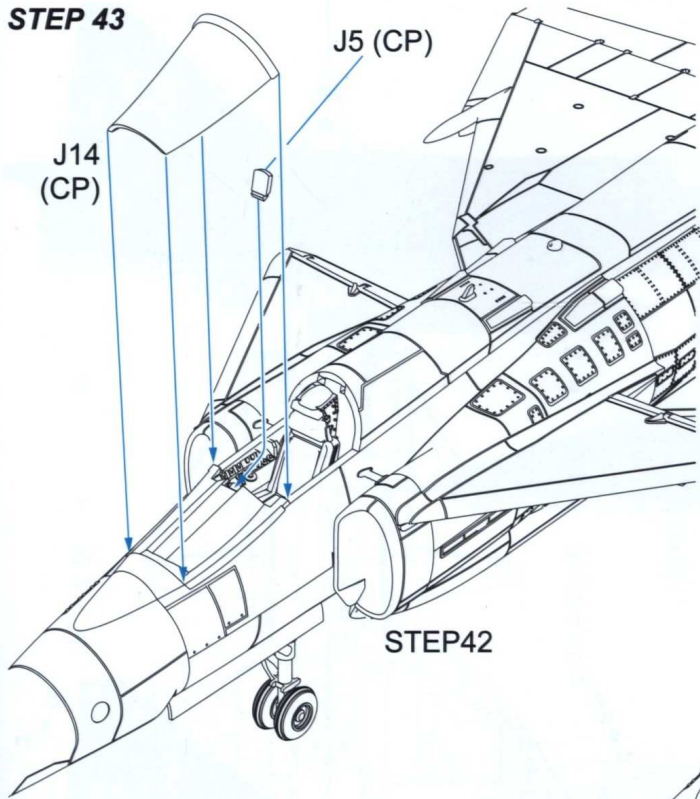
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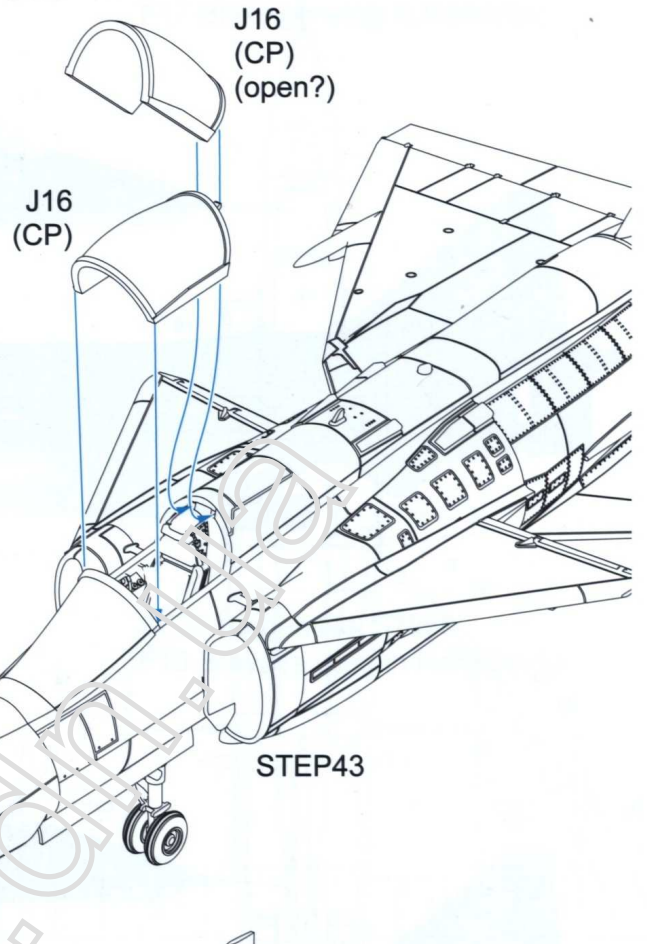
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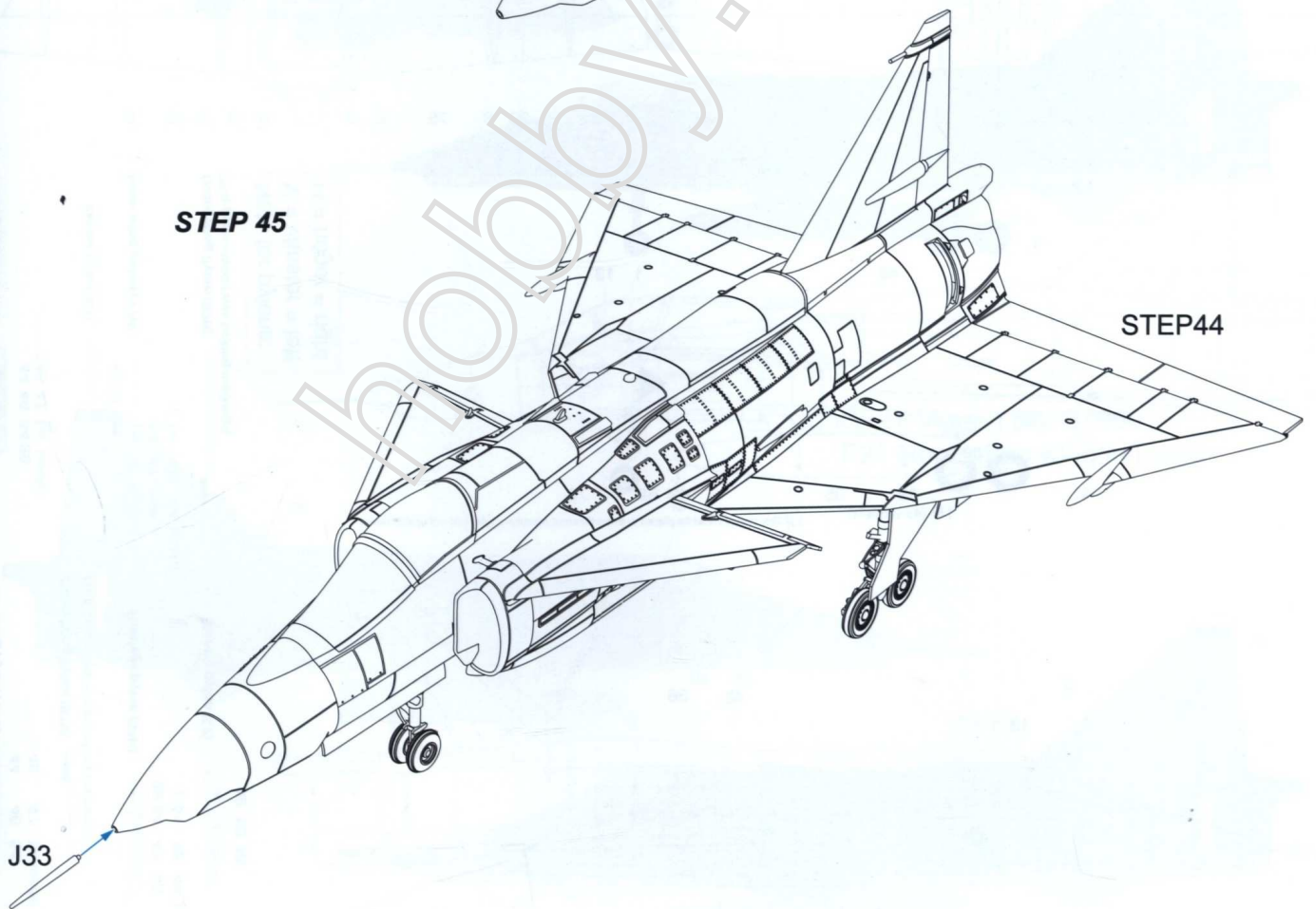
STEP 43

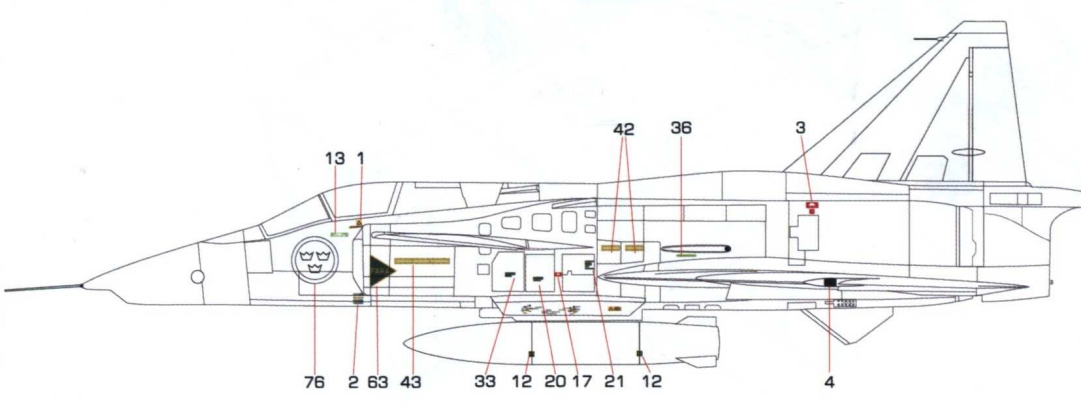
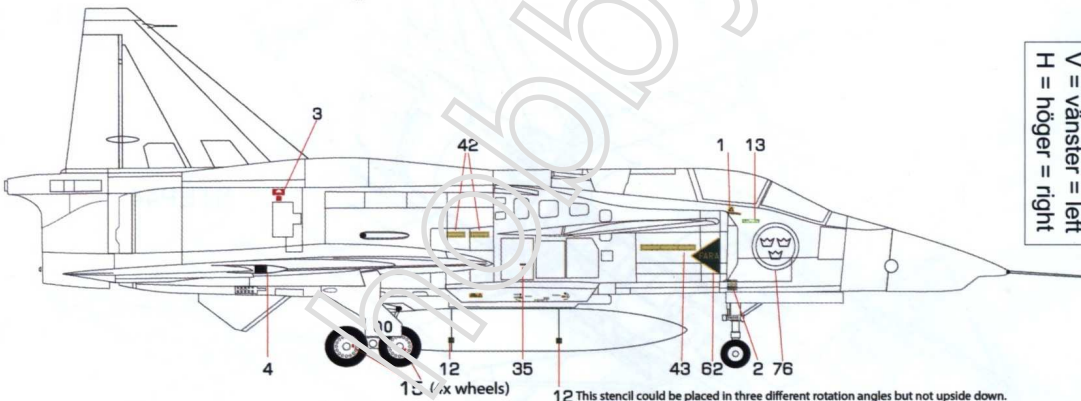
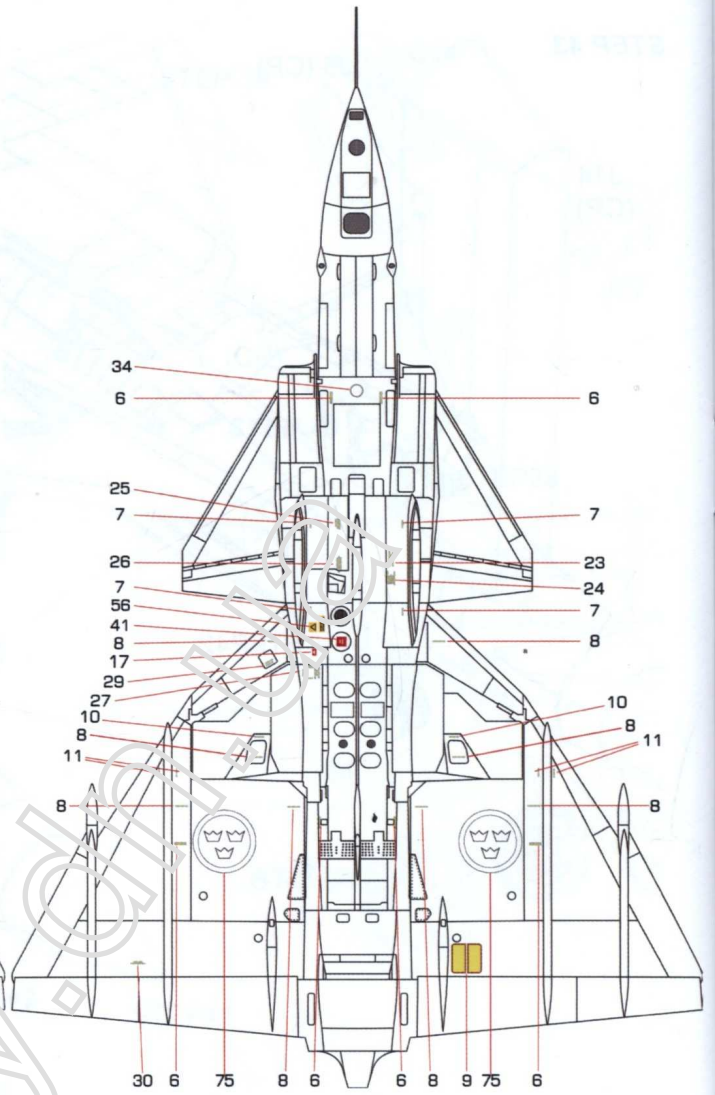
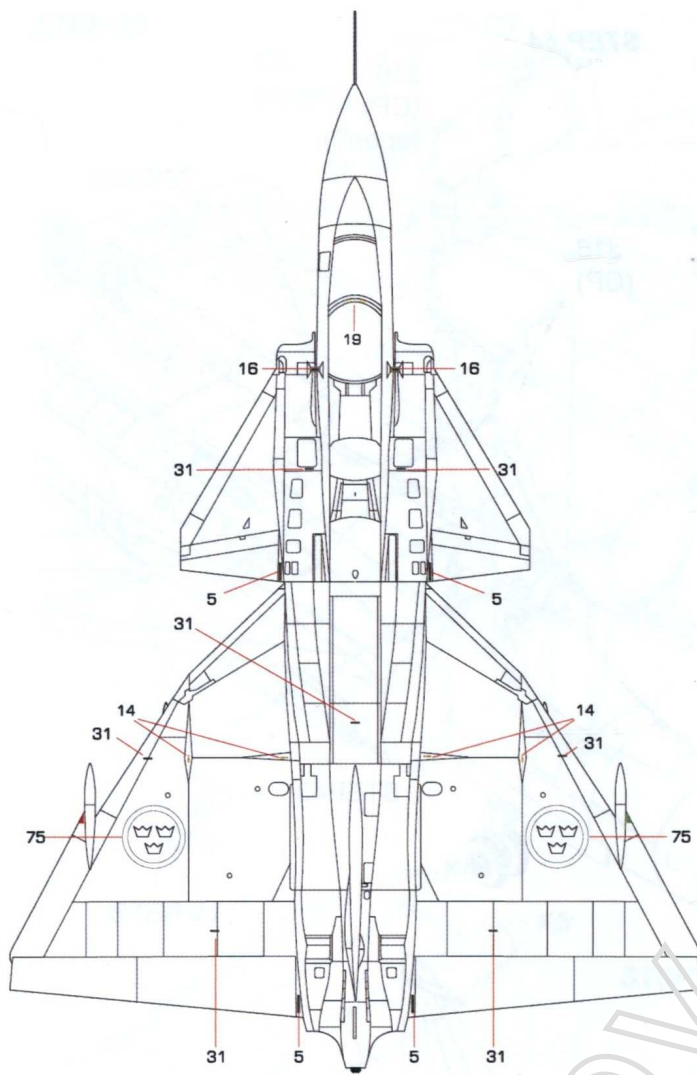


STEP 44



STEP 45





Note for pylons:
 V = vänster = left
 H = höger = right

- Fuselage pylon (S7V)**
 44 48 54 39
 (45 47 54 inside)
- Centre pylon (C7)**
 49 51 53
- Inner wing pylon (V7H)**
 54 47 45
 (54 48 44 inside)
- Outer Wing Pylon (R7H)**
 (This pylon station was lacking markings)
- Inner wing pylon (V7V)**
 44 48 54
 (45 47 54 inside)
- Outer Wing Pylon (R7V)**
 (This pylon station was lacking markings)
- Fuselage pylon (S7H)**
 39 54 47 45
 (54 48 44 inside)
- Centre pylon (C7)**
 52 50 48

12 This stencil could be placed in three different rotation angles but not upside down.

12 (x wheels)

